

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 14, 2003

Item Number 4a

**Release of Proposed STP, CMAQ, and TEA - First Cycle TEA 21 Reauthorization
Program and TIP Amendment**

Subject: Request to release the Proposed FY 2003-04 and FY 2004-05 TEA 21 Reauthorization First Cycle Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Transportation Enhancement Activities (TEA) Program and the corresponding Amendment to the Transportation Improvement Program (TIP) for public review and comment on May 16, 2003 and to hold a public hearing to receive public comments immediately prior to the Programming and Allocations Committee meeting scheduled for June 11, 2003.

Background: The federal Transportation Equity Act for the Twenty-First Century (TEA 21) is set to expire on September 30, 2003. In advance of the reauthorization or continuance of TEA 21, the Commission is requested to approve the First Cycle programming of anticipated future STP, CMAQ, and TEA funds to ensure a continuous and seamless programming process for federal transportation funding. In accordance with the First Cycle Program Policies and Procedures adopted on March 26, 2003, a draft list of FY 2003-04 and FY 2004-05 projects is proposed for adoption and for amending into the TIP. This programming effort will provide a total of \$256 million for air quality management strategies, regional annual commitments, planning activities, and obligation authority carryover programs. The public hearing and comment period provide the opportunity for the public to comment on the proposed First Cycle Program and TIP amendment.

First Cycle Program Projects sponsors will need access to FY 2003-04 STP, CMAQ, and TEA funds on October 1, 2003. Therefore, in order to accommodate the funding needs of the project sponsors, the authorization of the release of the First Cycle Program is being requested at this time. This schedule allows for a 30-day public review of the program and its corresponding TIP amendment before being presented to the full Commission for adoption in June. Upon approval, the TIP amendment will be forwarded to Caltrans, the Federal Highway Administration and the Federal Transit Administration for approval.

- Issues:**
1. The First Cycle Program reserves approximately \$20 million in CMAQ funds for air quality management strategies, for which specific projects have not yet been selected. However, lump sum projects cannot be listed in the TIP and as a result, the \$20 million in CMAQ funding will be amended into the TIP when specific projects have been selected for this category of funding.
 2. The Program also reflects a larger commitment of funds for TransLink® than was anticipated in the Committee's March action. These additional funds are needed to meet the cash flow requirements associated with the "front loaded" capital investment of equipment and smart cards for regional roll-out of the TransLink® system.
 3. For the first time, the management of the Transportation for Livable Communities (TLC)/Housing Incentives Program (HIP) program and the planning grants are proposed to be funded out of the STP/CMAQ program instead of the MTC agency budget due to current financial constraints.

4. The proposed First Cycle program also includes \$2.7 million to fund the first two years of the new Congestion Management Agencies (CMA) transportation/land use initiative.

Recommendation: Staff recommends that the Programming and Allocations Committee authorize the release of the Proposed FY 2003-04 and 2004-05 STP, CMAQ, and TEA First Cycle Program and corresponding TIP Amendment for public review and comment on May 16, 2003 and to authorize a public hearing to be held on June 11, 2003, immediately prior to the June 2003 Programming and Allocations Committee meeting.

Attachments: **Executive Director's Memorandum**
TIP Amendment Summary Sheet

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METROPOLITAN
TRANSPORTATION
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Memorandum

TO: Programming and Allocations Committee

DATE: May 14, 2003

FR: Executive Director

RE: Proposed STP, CMAQ, and TEA - First-Cycle TEA-21 Reauthorization Program and TIP Amendment

Introduction

The federal Transportation Equity Act for the Twenty-First Century (TEA 21) is set to expire on September 30, 2003. In preparation, the region is undertaking an 'advanced' programming activity by programming future funds in advance of the actual reauthorization. A general concept for TEA 21 Reauthorization programming was presented to the Partnership Board and approved at the October 28, 2002 meeting. Subsequently, MTC staff consulted with the transit operators, Congestion Management Agencies (CMAs) and other local agencies, to define and resolve some of the outstanding issues surrounding future Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and Transportation Enhancement Activities (TEA) programming. On February 10, 2003, MTC staff presented a refined set of STP, CMAQ, and TEA programming concepts to the Partnership Board, incorporating the feedback from local jurisdictions. The Partnership Board reiterated their agreement with Staff's recommendations on the structure and timing of the upcoming STP, CMAQ, and TEA programming activities.

Staff presented a final draft of the STP, CMAQ, and TEA First Cycle Program Policies and Procedures (Resolution 3536) to the Partnership Technical Advisory Committees in February 2003. On March 26, 2003, the Commission adopted MTC Resolution No. 3536, which set forth the policies and procedures for the TEA 21 Reauthorization First-Cycle STP, CMAQ, and TEA Program. Because the combined STP, CMAQ, and TEA program is one of the most significant discretionary funding sources available for meeting our Regional Transportation Plan (RTP) goals, the Commission refined the programming guidelines during TEA 21 to strengthen the link between the region's STP, CMAQ, and TEA investments with the needs as defined in the RTP. To that end, the First-Cycle Program supports the region's progress in meeting the 2001 RTP commitments.

As a result of the decision to only program the amount necessary to carry the region over until we can confidently estimate the content of TEA 21 reauthorization legislation, a targeted call for projects was conducted. In particular, transit operators were invited to apply for bus catalyst device funding and project sponsors of the regional annual commitment projects were solicited to apply for funding.

Attached are the Proposed FY 2003-04 through FY 2004-05 Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and Transportation Enhancement Activities (TEA) funded list of projects proposed for adoption as the First Cycle Program under federal Transportation Equity Act for the Twenty-First Century (TEA 21) Reauthorization. The draft program, and Transportation Improvement Program (TIP) Amendment are scheduled for release for public comment on May 16, 2003, with a closing date for public comment of June 18, 2003. Staff will present the final proposed program and TIP amendment, and responses to significant public comments at the regularly scheduled June 2003 Commission meeting.

This memorandum includes the following sections and attachments:

- Section I – TEA 21 Reauthorization First-Cycle STP, CMAQ, TEA Program Summary
- Section II – Meeting RTP Commitments
- Section III – TIP Amendment and Obligation Deadlines
- Section IV – Revised Schedule
- Section V – Attachments
 - Attachment A – Revised Schedule of Activities
 - Attachment B – First-Cycle Programming Summary
 - Attachment C – First-Cycle Program Project List
 - Attachment D – TEA 21 Obligation Authority Carryover Project List
 - Attachment E – First-Cycle Policies and Procedures (MTC Res. No. 3536)
 - Attachment F – TIP Amendment 03-06 Summary Sheet

I. First-Cycle STP, CMAQ, and TEA Program Summary

Attachment B presents the funding summary for the First-Cycle STP, CMAQ, and TEA program. The fund estimate is based on the 2001 RTP revenue assumptions, with approximately \$284 million projected to be available for four program emphasis areas as outlined in the First Cycle Program Policies and Procedures (Attachment E). The TEA 21 Reauthorization First-Cycle Program will focus on the payback of obligation authority (OA) advanced under the federal Intermodal Surface Transportation Efficiency Act (ISTEA) and TEA 21, air quality management strategies, regional annual commitments and planning activities. Note there have been updates to the schedule, as well as removal of Incident Management from First-Cycle programming, a funding advance for TransLink®, and additional programming for Transportation for Livable Communities/ Housing Incentive Program (TLC/HIP) Planning Grants to replace lost Transportation Development Act (TDA) revenues. Approximately \$256 million is proposed for programming in First Cycle, leaving approximately \$28 million in revenues unprogrammed for FY 03-04 and FY 04-05.

Table 1: Revenue Summary

| Program Area | Funding Available (in thousands of dollars) | | |
|--|--|-------------------|-------------------|
| | FY 2003-04 | FY 2004-05 | Total |
| Surface Transportation Program (STP) | \$ 70,000 | \$ 71,000 | \$ 141,000 |
| Congestion Mitigation and Air Quality Improvement Program (CMAQ) | \$ 62,000 | \$ 63,000 | \$ 125,000 |
| Transportation Enhancement Activities (TEA) | \$ 9,000 | \$ 9,000 | \$ 18,000 |
| Total | \$ 141,000 | \$ 143,000 | \$ 284,000 |

Table 2: Proposed Programming Summary

| Program Area | Funding Available (in thousands of dollars) | | |
|---|--|-------------------|-------------------|
| | FY 2003-04 | FY 2004-05 | Total |
| 1. Air Quality Management | \$ 11,821 | \$ 28,192 | \$ 40,013 |
| 2. Regional Annual Commitments | \$ 24,600 | \$ 39,500 | \$ 64,100 |
| 3. Planning Activities | \$ 4,495 | \$ 4,517 | \$ 9,012 |
| 4. Obligation Authority Limitation Carryover* | \$ 94,884 | \$ 48,000 | \$ 142,884 |
| Total | \$ 135,800 | \$ 120,209 | \$ 256,009 |

* Projects in this category are currently programmed in the 2003 TIP and do not require reprogramming. This category has been listed to ensure that future Obligation Authority (OA) will be given to projects being carried over from TEA 21 into Reauthorization.

A brief description of the core elements of the proposed STP, CMAQ, and TEA First-Cycle program follows.

Air Quality Management Strategies: Projects in this category aim to improve air quality in the region and contribute to implementing the Transportation Control Measures (TCMs) and Further Study Measures (FSMs) identified in the 2001 Ozone Plan. CMAQ funds have been dedicated to the innovative Spare the Air program to encourage Bay Area residents to take transit or rideshare on days when weather forecasts suggest the region might exceed federal air quality standards. Additionally, two years worth of operating funds for the Regional Express Bus program will be programmed given that the Proposed FY 2003-04 Governor's budget recommends elimination of the Proposition 42 increment that MTC intended to use as subsidy for regional express bus operations. Because the Regional Express Bus program is a federal Transportation Control Measure (TCM), we need to ensure that funding assistance remains available for start up operations in FY 2003-04 and FY 2004-05, as we anticipate continued pressure to divert Proposition 42 STA related funds away from transportation, given the overall fiscal crisis facing the State.

The remaining funds in this category will be split between funding for bus catalyst devices for transit operators to reduce particulates and nitrogen oxides (NOx) and a reserve for future strategies. MTC has dedicated roughly \$14 million in CMAQ funds to partially fund approximately 1,800 Bus Catalyst Devices for transit operators in the San Francisco Bay Area Air Basin. A call for projects was announced on March 19, 2003 for the bus catalyst devices. The application submissions were reviewed and the selected recipient's projects have been incorporated into the Draft First-Cycle Program Project List. Another \$20 million is being reserved for similar air quality strategies aimed at reducing emissions under the 2004 Ozone Plan. When specific projects for the reserve funds have been selected, the projects will be amended into the 2003 TIP at that time.

Regional Annual Commitments: The 2001 RTP establishes an on-going funding commitment for customer service projects that improve the operation of the regional transportation system. These projects include TravInfo[®], TransLink[®], Regional Rideshare Program, Freeway Operations/TOS, Freeway Incident Management, Traffic Engineering Technical Assistance Program, Pavement Management Technical Assistance Program, Regional Transit Information System, Regional Transportation Marketing, and performance monitoring.

Most of these customer service projects are already up and running and can be sustained with an even annual amount of regional funding. The significant exception is TransLink[®] which is about to be implemented on all transit systems in the Bay Area. As a start-up program, TransLink[®] has near term cash flow needs to purchase and install equipment on the region's transit systems. Based on lessons learned from the TransLink[®] demonstration, the operators identified additional capital needs necessary for the baseline deployment. The capital program was modified to include these needs, most of which will occur during the initial project rollout. In order to accommodate these changes, the equipment replacement cycle was removed from the original budget and will be considered for funding in the 2005 RTP.

To implement the program throughout the region in a timely manner, MTC is proposing to program \$30.5 million in STP/CMAQ funds from First Cycle programming to avoid a capital cash flow problem that would affect project implementation. These funds will pay for TransLink[®] rollout on all demonstration operators (AC Transit, BART, Caltrain, GGT, Muni, VTA) by FY 2004-05. All other operators will be implemented in FY 2005-06. This advance of STP/CMAQ funding will reduce the need for capital funds in FY 2010-11 and FY 2011-12. However, MTC is currently seeking \$22 million in bridge toll funds which, if successful, would lessen the impact of TransLink[®] on future STP/CMAQ programming cycles beginning FY 2006-07. In addition, MTC proposes to shift \$3.7 million in First Cycle CMAQ funds from other customer service projects (freeway incident management and regional

marketing) to address TransLink®'s operating cash flow needs in the face of a projected shortfall of STA regional discretionary funds. STA funds will be returned to these customer service projects in future years.

Planning Activities: Each Congestion Management Agency (CMA) is guaranteed a minimum of \$240,000 in STP planning funds to support transportation planning activities in each county. This amount is an increase from the minimum threshold of \$140,000 provided during TEA 21. The CMAs are provided either the county's population share of 3% of the STP funds or \$240,000, whichever figure is higher in STP planning funds. See Table 3 for the each county's distribution of planning funds. The population shares are based on the Census 2000 county population data.

In addition, \$1.35 million (\$150,000 for each of the county CMAs) will be targeted for transportation land use planning coordination with MTC, consistent with the MTC/CMA Transportation/ Land Use Work Plan.

Table 3: CMA Transportation/Land Use and 3% Planning Funds for FY 2003-04 and FY 2004-05

| County | FY 2003-04 | | | FY 2004-05 | | |
|---------------|--------------------|---------------------------|--------------------|--------------------|---------------------------|--------------------|
| | 3% Planning | Transportation / Land Use | Total | 3% Planning | Transportation / Land Use | Total |
| Alameda | \$ 447,000 | \$ 150,000 | \$ 597,000 | \$ 454,000 | \$ 150,000 | \$ 604,000 |
| Contra Costa | \$ 294,000 | TBD | \$ 444,000 | \$ 298,000 | TBD | \$ 448,000 |
| Marin | \$ 240,000 | \$ 150,000 | \$ 390,000 | \$ 240,000 | \$ 150,000 | \$ 390,000 |
| Napa | \$ 240,000 | \$ 150,000 | \$ 390,000 | \$ 240,000 | \$ 150,000 | \$ 390,000 |
| San Francisco | \$ 241,000 | \$ 150,000 | \$ 391,000 | \$ 244,000 | \$ 150,000 | \$ 394,000 |
| San Mateo | \$ 240,000 | \$ 150,000 | \$ 390,000 | \$ 240,000 | \$ 150,000 | \$ 390,000 |
| Santa Clara | \$ 521,000 | \$ 150,000 | \$ 671,000 | \$ 529,000 | \$ 150,000 | \$ 679,000 |
| Solano | \$ 240,000 | \$ 150,000 | \$ 390,000 | \$ 240,000 | \$ 150,000 | \$ 390,000 |
| Sonoma | \$ 240,000 | \$ 150,000 | \$ 390,000 | \$ 240,000 | \$ 150,000 | \$ 390,000 |
| Total | \$2,703,000 | \$1,350,000 | \$4,053,000 | \$2,725,000 | \$1,350,000 | \$4,075,000 |

Throughout TEA-21, MTC provided roughly \$500,000 per year from its own budget for TLC planning grants. Beginning in FY 2003-04, overall planning for TLC/HIP and other Smart Growth related elements will increase substantially with the MTC/CMA land use-transportation planning initiative funding of \$150,000 per year, to each of the nine Congestion Management Agencies, for a total of 1.35 million per year. MTC would like to continue some level of supplemental planning funding outside of the county-based efforts, but the agency's current financial constraints would preclude funding the prior \$500,000 for FY 2003-04, and likely FY 2004-05. Consequently, we propose continuing the TLC regional planning effort with a contribution of \$442,000 (88.5%) in STP funds matched with \$58,000 (11.5%) from MTC's share of TDA funds, for FY 2003-04 and FY 2004-05.

Obligation Authority Limitation Carryover: A portion of the programming capacity of First-Cycle (approximately \$144 million) will be used to address the carryover Obligation Authority (OA) resulting from programming to full apportionment under ISTEA and TEA 21. Approximately \$90 million is programmed to actual projects with pending obligations, \$48 million is an OA 'debt' carried over from ISTEA, and \$5 million is an advance from TEA 21 Reauthorization. The carryover programming is assigned as follows:

- Advance Construction (AC) authorizations (approximately \$45 million)
- Projects Awaiting Obligations at Caltrans (approximately \$8 million)
- Remaining TLC/TEA projects with 9/20/2003 Deadline (approximately \$18 million)
- Remaining TLC/HIP projects with 9/20/2004 Deadline (approximately \$19 million)
- OA advanced from TEA 21 Reauthorization (approximately \$5 million)
- OA advanced for ISTEA projects (approximately \$48 million)

OA Limitation amounts are estimates and subject to change upon receipt of final TEA 21 apportionments.

II. Meeting the RTP Commitments

The 2001 RTP committed to the funding of a wide array of programs with STP, CMAQ, and TEA revenues, some of which have since involved continuing policy discussion. Several ongoing discussions complicate the programming of these funds at this time, such as MTC's 2001 Regional Transportation Plan (RTP) commitment to local streets and roads and transit capital shortfalls, recommended changes to the Transportation for Livable Communities and Housing Incentive Program (TLC/HIP) capital programs, a recently proposed TEA program shift within the State, and unknown revenues to be realized from TEA 21 reauthorization.

The discussion and resolution of issues surrounding the transit/local streets and roads shortfalls, and the TLC/HIP program will be addressed as part of the update of the 2005 long range transportation plan. As a result, it is necessary to defer programming decisions for some programs until completion of the 2005 Regional Transportation Plan (RTP). To accomplish this, and in response to these unresolved matters affecting the funding as Reauthorization approaches, the advance programming activity for First-Cycle focuses on programming to operational needs and prior commitments, to maintain a seamless transition into TEA 21 reauthorization while continuing to carry out the commitments in the 2001 RTP.

The 2001 RTP committed as well to funding projects out of the State Transportation Improvement Program (STIP). Recent actions by the California Transportation Commission (CTC) indicate a likely deferral to future years of programmed projects out of FY 2002-03 and FY 2003-04. Actual amounts of available funding for allocation by the CTC are subject to future decisions including resolution of the FY 2003-04 State Budget and reauthorization of TEA 21. However, to the extent that necessary funding is not available for critical projects currently programmed in the STIP, any remaining funds available in FY 2004-05 in the STP, CMAQ, and TEA program may be considered as a temporary backfill. This will be determined once the above critical decisions are made.

III. 2003 TIP Amendment and Obligation Deadlines

The First-Cycle STP, CMAQ, and TEA program will be amended into the 2003 TIP upon adoption of the program. The TIP Amendment is being noticed concurrently with the First-Cycle Program. Since the First-Cycle Program proposes air quality exempt projects, an air quality conformity analysis will not be performed for the TIP amendment.

The new project funding adopted as part of the First-Cycle STP, CMAQ, and TEA program will be subject to an obligation request submittal deadline of April 1st, and an obligation deadline of June 30th of the fiscal year the funds are programmed in the TIP. Project sponsors are required to submit the request for obligation to Caltrans Local Assistance by April 1 of the fiscal year programmed, and receive an obligation/FTA transfer of the funds by June 30th. Therefore, projects programmed in FY 2003-04 have an obligation request submittal deadline (to Caltrans) of April 1, 2004 and an obligation/FTA Transfer deadline of June 30, 2004. Projects programmed in FY 2004-05 have an obligation request submittal deadline (to Caltrans) of April 1, 2005 and an obligation/FTA transfer deadline of June 30, 2005. However, due to uncertainties with the availability of OA, new project funding adopted as part of the First-Cycle STP, CMAQ, and TEA program will be allowed a grace period/ extension of one year to April 1st / June 30th of the following fiscal year, but only upon request, and only after the Assembly Bill 1012 (Chapter 783, Statutes of 1999 - Torlakson) obligation requirement for that fund source has been met for that fiscal year. Obligations for any funds not obligated within the fiscal year of programming in the TIP will be subject to the availability of OA. A subsequent item to be brought before the Commission within the next few months will establish a unified set of project delivery policies for all of MTC's STP, CMAQ, and TEA funding for TEA 21 Reauthorization.

All funding programmed in the STP, CMAQ, and TEA - First-Cycle TEA-21 Reauthorization Program is contingent upon the approval of TEA-21 reauthorization/continuance and subject to the availability of obligation authority in FY 2003-04 and FY 2004-05.

IV. Schedule

A public hearing on the First-Cycle TEA 21 Reauthorization STP, CMAQ, and TEA Program and corresponding TIP amendment is to be scheduled for June 11, 2003, with written comments accepted until 5:00 PM, Wednesday, June 18, 2003. The Commission will consider approval at the regularly scheduled June Commission meeting. The TIP amendment for the First-Cycle Program will then be forwarded to Caltrans, the Federal Highway Administration, and the Federal Transit Administration for approval. Project Sponsors are expected to be able to access FY 2003-04 STP, CMAQ, and TEA funds as soon as the TIP amendment is approved and FY 2003-04 OA is available.

V. Attachments

The following documents are included with this memorandum:

- Attachment A – Revised Schedule of Activities
- Attachment B – First-Cycle Programming Summary
- Attachment C – First-Cycle Program Project List
- Attachment D – TEA 21 Obligation Authority Carryover Project List
- Attachment E – First-Cycle Policies and Procedures (MTC Res. No. 3536)
- Attachment F – TIP Amendment 03-06 Summary Sheet

Original Signed By:

Steve Heminger

**- STP, CMAQ, and TEA -
TEA 21 Reauthorization: First-Cycle Programming
Revised Proposed Schedule of Activities
May 14, 2003**

| | |
|--------------------------|--|
| October 28, 2002 | Presentation of First Cycle Programming Recommendations to Partnership Board |
| February 5, 2003 | Joint Finance Working Group review of proposed STP, CMAQ, and TEA First Cycle Policy and Procedures |
| February 10, 2003 | Presentation of Final First Cycle Programming Proposal to Partnership Board |
| February 18, 2003 | Partnership Technical Advisory Committee (PTAC) review of proposed STP, CMAQ, and TEA First Cycle Policy and Procedures |
| March 5, 2003 | Programming and Allocations Committee review of STP, CMAQ, and TEA First Cycle Policy and Procedures |
| March 26, 2003 | Commission adoption of STP, CMAQ, and TEA First Cycle Policy and Procedures |
| March 26 – April 1, 2003 | Sponsor submittals of project applications |
| April 2, 2003 | Joint Finance Working Group review of proposed First Cycle Program |
| May 5, 2003 | PTAC review of proposed First Cycle Program |
| May 14, 2003 | PAC review – authorize Public Hearing and release of Draft First Cycle Program |
| May 16, 2003 | Release of Draft First-Cycle TEA 21 Reauthorization Program and TIP Amendment |
| June 11, 2003 | Public Hearing on Draft First Cycle Program prior to PAC meeting |
| June 18, 2003 | Close of Public Comment Period on Draft First Cycle Program and TIP Amendment |
| June 25, 2003 | First Cycle Program and TIP Amendment to Commission for adoption |
| June 30 – Sept 30, 2003 | Final TIP Amendment submitted to and approved by, Caltrans, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA). |

METROPOLITAN TRANSPORTATION COMMISSION

TEA 21 Reauthorization - FY 2003-04 and FY 2004-05

PROPOSED 1st Cycle Programming

May 14, 2003

(amounts in millions of dollars)

96%

84%

90%

| Programming Summary | First Cycle | | |
|--|----------------|----------------|----------------|
| | 03/04 | 04/05 | Total |
| Total Revenues Available for Programming (Apportionments) | 141.000 | 143.000 | 284.000 |
| 1. Air Quality Management | 11.821 | 28.192 | 40.013 |
| 2. Regional Annual Commitments | 24.600 | 39.500 | 64.100 |
| 3. Planning Activities | 4.495 | 4.517 | 9.012 |
| 4. OA Limitation Rollovers | 94.884 | 48.000 | 142.884 |
| Total Programming | 135.800 | 120.209 | 256.009 |
| Balance Remaining | 5.200 | 22.791 | 27.991 |
| 0.00000 | | | |

| Estimated Revenues | First Cycle | | |
|--|----------------|----------------|----------------|
| | 03/04 | 04/05 | Total |
| FUNDING SOURCES | | | |
| STP | 70.000 | 71.000 | 141.000 |
| CMAQ - (Including \$2.4 Million for Eastern Solano for Second Cycle) *1 | 62.000 | 63.000 | 125.000 |
| TEA - (Including \$13 Million not programmed in First Cycle) *2 | 9.000 | 9.000 | 18.000 |
| Total Estimated Revenues (Apportionments) | 141.000 | 143.000 | 284.000 |

| Programming | First Cycle | | |
|---|----------------|----------------|----------------|
| | 03/04 | 04/05 | Total |
| 1. AIR QUALITY MANAGEMENT | | | 14% |
| Bus Catalyst Devices | 8.816 | 4.992 | 13.808 |
| Air Quality Management Strategies | | 20.000 | 20.000 |
| Spare the Air | 1.000 | 1.000 | 2.000 |
| Regional Express Bus Operating | 2.005 | 2.200 | 4.205 |
| Air Quality Management Total | 11.821 | 28.192 | 40.013 |
| 2. REGIONAL ANNUAL COMMITMENTS | | | 23% |
| Travinfo | 6.000 | 5.300 | 11.300 |
| TransLink® | 10.400 | 23.800 | 34.200 |
| Ride share | 4.800 | 2.800 | 7.600 |
| Freeway Operations/ Traffic Operations System (TOS) | | 3.600 | 3.600 |
| Traffic Engineering Tech. Assist. Program (TETAP)/ Arterial Re-timing | 1.500 | 1.500 | 3.000 |
| Pavement Management System Technical Assistance Program (PTAP) | 0.700 | 0.700 | 1.400 |
| Regional Transit Information System (RTIS) | 0.700 | 0.800 | 1.500 |
| Regional Transit Marketing and Market Research Services | 0.500 | 0.600 | 1.100 |
| Performance Monitoring | | 0.400 | 0.400 |
| Regional Annual Commitments Total | 24.600 | 39.500 | 64.100 |
| 3. PLANNING ACTIVITIES | | | 3% |
| TLC/HIP Planning Grants | 0.442 | 0.442 | 0.884 |
| 3% STP CMA Planning funds *3 | 2.703 | 2.725 | 5.428 |
| MTC/CMA Transportation/Land Use Planning Support | 1.350 | 1.350 | 2.700 |
| Planning Activities Total | 4.495 | 4.517 | 9.012 |
| 4. OA LIMITATION CARRYOVER *4 | | | 50% |
| Advance Construction (AC) Authorizations | 45.178 | | 45.178 |
| Projects Awaiting Obligations at Caltrans | 7.448 | | 7.448 |
| Remaining TLC/TEA projects with 9/20/2003 Deadline | 18.393 | | 18.393 |
| Remaining TLC/HIP projects with 9/20/2004 Deadline | 18.465 | | 18.465 |
| Projects Obligated With OA Advanced from TEA-3 | 5.400 | | 5.400 |
| Rollover from ISTE | | 48.000 | 48.000 |
| OA Limitation Carryover Total | 94.884 | 48.000 | 142.884 |
| TOTAL FIRST CYCLE PROGRAMMING | 135.800 | 120.209 | 256.009 |

| FY 03-04 and FY 04-05 Revenues Not Programmed in 1st Cycle | | | | 10% |
|---|--------------|---------------|---------------|-----|
| Eastern Solano CMAQ *1 | 1.200 | 1.200 | 2.400 | |
| TEA-Enhancements (Balance after TEA-21 OA Carryover) *2 | 4.000 | 9.000 | 13.000 | |
| Other Remaining Unprogrammed Revenues | 0.000 | 12.591 | 12.591 | |
| TOTAL FY 03-04 and FY 04-05 Revenues Not Programmed in 1st Cycle | 5.200 | 22.791 | 27.991 | |

NOTES:

*1 - Approximately \$1.2 Million per year in CMAQ funding dedicated to Eastern Solano and are reserved for programming in 2nd Cycle.

*2 - Approximately \$13 Million in TEA (Enhancements) Revenues are reserved for later Programming - \$5 million in First Cycle covers difference between TEA apportionments and TEA OA limitations during TEA 21.

*3 - CMA Planning Funds Formula: 3% of STP funds, with minimum threshold of \$240,000

*4 - OA Limitation Carryover amounts are estimates and subject to change upon receipt of final TEA 21 Apportionments.

Proposed Project List
First Cycle STP, CMAQ, and TEA Program
FY 2003-04 and FY 2004-05
May 14, 2003

Attachment C
Page 1 of 2

Figures are in thousands of dollars

| | | | | | | FY 2003/2004 | | | FY 2004/2005 | | | Total | |
|---|------------------------|---------------------|------------------|---------------|-------|--------------|----------|-----|--------------|----------|-----|------------------------|-------------|
| Project Category and Title | County | Sponsoring Agency | TIP ID Number | RTP ID No. | Phase | STP | CMAQ | TEA | STP | CMAQ | TEA | First Cycle Funding | Local Match |
| 1. AIR QUALITY MANAGEMENT | | | | | | | | | | | | | |
| Bus Catalyst Devices | | | | | | | | | | | | | |
| Acquire 727 Bus Catalyst Devices | Alameda / Contra Costa | AC Transit | ALA010063 | 94526 | CON | | \$3,419 | | | \$2,471 | | \$5,890 | Local \$764 |
| Acquire 89 Bus Catalyst Devices | Contra Costa | CCCTA | CC-030016 | 94558 | CON | | | | | \$721 | | \$721 | Local \$94 |
| Acquire 132 Bus Catalyst Devices | Marin | GGBHTD | MRN010032 | 94572 | CON | | \$665 | | | \$405 | | \$1,070 | Local \$139 |
| Acquire 24 Bus Catalyst Devices | Solano | Fairfield | | 98168 | CON | | | | | \$195 | | \$195 | Local \$26 |
| Acquire 7 Bus Catalyst Devices | Alameda | LAVTA | ALA030015 | 94527 | CON | | | | | \$57 | | \$57 | Local \$8 |
| Acquire 375 Bus Catalyst Devices | San Francisco | MUNI | SF-010035 | 94636 | CON | | \$3,038 | | | | | \$3,038 | Local \$394 |
| Acquire 19 Bus Catalyst Devices | Napa | Napa Vine | | 94578 | CON | | | | | \$154 | | \$154 | Local \$20 |
| Acquire 209 Bus Catalyst Devices | San Mateo | SamTrans | | 94666 | CON | | \$1,694 | | | | | \$1,694 | Local \$220 |
| Acquire 19 Bus Catalyst Devices | Sonoma | Santa Rosa City Bus | | 94695 | CON | | | | | \$154 | | \$154 | Local \$20 |
| Acquire 46 Bus Catalyst Devices | Contra Costa | Tri Delta | CC-0300017 | 94559 | CON | | | | | \$373 | | \$373 | Local \$48 |
| Acquire 27 Bus Catalyst Devices | Solano | Vallejo | SOL010033 | 94683 | CON | | | | | \$219 | | \$219 | Local \$29 |
| Acquire 30 Bus Catalyst Devices | Contra Costa | WestCat | CC-030018 | 94559 | CON | | | | | \$243 | | \$243 | Local \$32 |
| SUBTOTAL | | | | | | | \$8,816 | | | \$4,992 | | \$13,808 | \$1,794 |
| Air Quality Management Strategy Reserve | | | | | | | | | | \$20,000 | | \$20,000 | |
| Spare the Air | Region | BAAQMD | MTC990015 | 21009 | CON | | \$1,000 | | | \$1,000 | | \$2,000 | Local \$260 |
| Regional Express Bus Operations | Region | MTC | | | | | \$2,005 | | | \$2,200 | | \$4,205 | Local \$545 |
| SUBTOTAL | | | | | | \$0 | \$11,821 | \$0 | \$0 | \$28,192 | \$0 | \$40,013 | \$3,144 |

2. REGIONAL ANNUAL COMMITMENTS

| | | | | | | | | | | | | | |
|---------------------------------------|--------|-----|-----------|-------|-----|---------|----------|-----|----------|----------|-----|----------|---------------|
| Trav Info | Region | MTC | MTC990006 | 21008 | CON | \$6,000 | | | \$5,300 | | | \$11,300 | Local \$1,464 |
| TransLink® Fare Collection System | Region | MTC | MTC990002 | 21005 | CON | | \$10,400 | | \$4,000 | \$19,800 | | \$34,200 | Local \$4,431 |
| Regional Ride Share Program | Region | MTC | MTC990003 | 21007 | CON | | \$4,800 | | | \$2,800 | | \$7,600 | Local \$985 |
| Freeway Operations/TOS | Region | MTC | | 21001 | CON | | | | | \$3,600 | | \$3,600 | Local \$466 |
| Traffic Eng Tech Assist Prog (TETAP) | Region | MTC | MTC990018 | 21003 | CON | | \$1,500 | | | \$1,500 | | \$3,000 | Local \$389 |
| Pavement Mgmt Tech Assist Prog (PTAP) | Region | MTC | MTC990017 | 21004 | CON | \$700 | | | \$700 | | | \$1,400 | Local \$181 |
| Regional Transit Information System | Region | MTC | MTC990014 | 21006 | CON | \$700 | | | \$800 | | | \$1,500 | Local \$194 |
| Regional Transportation Marketing | Region | MTC | MTC990013 | 21006 | CON | | \$500 | | | \$600 | | \$1,100 | Local \$143 |
| Performance Monitoring | Region | MTC | MTC991001 | 21010 | CON | | | | \$400 | | | \$400 | Local \$52 |
| SUBTOTAL | | | | | | \$7,400 | \$17,200 | \$0 | \$11,200 | \$28,300 | \$0 | \$64,100 | \$8,305 |

3. PLANNING ACTIVITIES

| | | | | | | | | | | | | | |
|-------------------------|---------------|-----------------|-----------|-------|-----|---------|--|--|---------|--|--|---------|-------------|
| TLC/HIP Planning Grants | Region | MTC | | 21011 | | \$442 | | | \$442 | | | \$884 | \$115 |
| 3% STP CMA Planning | | | | | | | | | | | | | |
| CMA STP Planning | Alameda | ACCMA | ALA979001 | 98558 | CON | \$447 | | | \$454 | | | \$901 | Local \$117 |
| CMA STP Planning | Contra Costa | CCTA | CC-979042 | 98559 | CON | \$294 | | | \$298 | | | \$592 | Local \$77 |
| CMA STP Planning | Marin | Marin CMA | MRN970034 | 98560 | CON | \$240 | | | \$240 | | | \$480 | Local \$62 |
| CMA STP Planning | Napa | NCTPA | NAP970004 | 98561 | CON | \$240 | | | \$240 | | | \$480 | Local \$62 |
| CMA STP Planning | San Francisco | SFCTA | SF-990015 | 98562 | CON | \$241 | | | \$244 | | | \$485 | Local \$63 |
| CMA STP Planning | San Mateo | San Mateo Co TA | SM-979033 | 98563 | CON | \$240 | | | \$240 | | | \$480 | Local \$62 |
| CMA STP Planning | Santa Clara | SCVTA | SCL978008 | 98564 | CON | \$521 | | | \$529 | | | \$1,050 | Local \$136 |
| CMA STP Planning | Solano | Solano TA | SOL970033 | 98565 | CON | \$240 | | | \$240 | | | \$480 | Local \$62 |
| CMA STP Planning | Sonoma | Sonoma Co TA | SON970081 | 98566 | CON | \$240 | | | \$240 | | | \$480 | Local \$62 |
| SUBTOTAL | | | | | | \$2,703 | | | \$2,725 | | | \$5,428 | \$703 |

3. PLANNING ACTIVITIES (Continued)

Proposed Project List
First Cycle STP, CMAQ, and TEA Program
FY 2003-04 and FY 2004-05
May 14, 2003

Attachment C
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Figures are in thousands of dollars

| Project Category and Title | County | Sponsoring Agency | TIP ID Number | RTP ID No. | Phase | FY 2003/2004 | | | FY 2004/2005 | | | Total First Cycle Funding | |
|--|---------------|-------------------|------------------|---------------|-------|--------------|----------|-----|--------------|----------|-----|---------------------------------|-------------|
| | | | | | | STP | CMAQ | TEA | STP | CMAQ | TEA | Local Match | |
| MTC-CMA Transportation/Land Use Planning Support | | | | | | | | | | | | | \$0 |
| CMA Transportation/Land Use Planning | Alameda | ACCMA | | 98558 | CON | \$150 | | | \$150 | | | \$300 | Local \$39 |
| CMA Transportation/Land Use Planning | Contra Costa | CCTA | | 98559 | CON | \$150 | | | \$150 | | | \$300 | Local \$39 |
| CMA Transportation/Land Use Planning | Marin | Marin CMA | | 98560 | CON | \$150 | | | \$150 | | | \$300 | Local \$39 |
| CMA Transportation/Land Use Planning | Napa | NCTPA | | 98561 | CON | \$150 | | | \$150 | | | \$300 | Local \$39 |
| CMA Transportation/Land Use Planning | San Francisco | SFCTA | | 98562 | CON | \$150 | | | \$150 | | | \$300 | Local \$39 |
| CMA Transportation/Land Use Planning | San Mateo | San Mateo Co TA | | 98563 | CON | \$150 | | | \$150 | | | \$300 | Local \$39 |
| CMA Transportation/Land Use Planning | Santa Clara | SCVTA | | 98564 | CON | \$150 | | | \$150 | | | \$300 | Local \$39 |
| CMA Transportation/Land Use Planning | Solano | Solano TA | | 98565 | CON | \$150 | | | \$150 | | | \$300 | Local \$39 |
| CMA Transportation/Land Use Planning | Sonoma | Sonoma Co TA | | 98566 | CON | \$150 | | | \$150 | | | \$300 | Local \$39 |
| SUBTOTAL | | | | | | \$1,350 | | | \$1,350 | | | \$2,700 | \$350 |
| SUBTOTAL | | | | | | \$4,495 | \$0 | \$0 | \$4,517 | \$0 | \$0 | \$9,012 | \$0 \$1,168 |
| GRAND TOTAL | | | | | | \$11,895 | \$29,021 | \$0 | \$15,717 | \$56,492 | \$0 | \$113,125 | \$12,616 |

TEA 21 Obligation Authority Carryover Project List
First Cycle STP, CMAQ, and TEA Program
May 14, 2003

Attachment D
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Figures are in thousands of dollars

| 4. OA LIMITATION CARRYOVER * | | | | | | | |
|-------------------------------------|---------------------|-----------|--|---------|---------|---------|---------|
| County | Implementing Agency | TIP ID | Project Title | STP | CMAQ | TEA | Total |
| Alameda | City of Berkeley | ALA990050 | Berkeley Rail stop & Transit Plaza | | | \$641 | \$641 |
| Alameda | City of Oakland | ALA990058 | Citywide sidewalk repair project. | \$2,000 | | | \$2,000 |
| Alameda | Caltrans | ALA990090 | Bay Trail: Fremont-Newark Segment. | \$528 | | | \$528 |
| Alameda | Caltrans | ALA990093 | Bay Trail (Baumberg Track Trail seg) | | \$250 | | \$250 |
| Alameda | City of Berkeley | ALA991027 | Spruce Street Reconstruction | \$1,598 | | | \$1,598 |
| Alameda | City of Oakland | ALA991031 | Oakland Street Resurfacing -MacArthur | \$696 | | | \$696 |
| Alameda | City of Oakland | ALA991032 | Oakland Street Resurfacing-MLK Jr Way | \$1,160 | | | \$1,160 |
| Alameda | Alameda County | ALA991035 | Pavement Rehab Lump Sum - Various Locations | \$1,762 | | | \$1,762 |
| Alameda | City of Hayward | ALA991036 | Arteial Pavement Rehab - Phase III TEA-21 | \$1,445 | | | \$1,445 |
| Alameda | Port of Oakland | ALA991054 | MV Encinal Ferry Vessel Refurbish | \$298 | | | \$298 |
| Alameda | AC Transit | ALA991058 | Link-Bay Fair BART/Hillsdale Caltrain St | | \$451 | | \$451 |
| Alameda | Alameda County | ALA991074 | Niles Railroad Corridor Rehabilitation | \$576 | | | \$576 |
| Alameda | City of Oakland | ALA991080 | Fruitvale Streetscape & Multi-Modal Trans Project | | | \$1,800 | \$1,800 |
| Alameda | City of Oakland | ALA010021 | City of Oakland Street Resurfacing | \$1,242 | | | \$1,242 |
| Alameda | City of Oakland | ALA010024 | Laurel Streetscape Improvement Project | | | \$939 | \$939 |
| Alameda | City of Alameda | ALA010026 | Webster Renaissance Project. | | | \$735 | \$735 |
| Alameda | MTC | ALA010027 | Santa Fe ROW Bike/Ped Path | \$1,000 | | | \$1,000 |
| Alameda | MTC | ALA010028 | Dublin Tr. Center Housing Incentive Pro. Reserve | \$1,306 | | | \$1,306 |
| Alameda | MTC | ALA010029 | Emeryville Housing Incentive Program Reserve | \$152 | | | \$152 |
| Alameda | MTC | ALA010030 | Oakland Housing Incentive Program Reserve | \$1,000 | | | \$1,000 |
| Alameda | MTC | ALA010031 | Union City Senior Village HIP Reserve | \$234 | | | \$234 |
| Alameda | City of San Leandro | ALA010068 | W. Estudillo St. Streetscape & BART Connections | | \$1,000 | | \$1,000 |
| Alameda | City of Oakland | ALA010069 | Coliseum Transit Hub Streetscape Improvements | | \$1,000 | | \$1,000 |
| Alameda | City of Alameda | ALA010070 | Park St. Streetscape & Santa Clara Ave Transit Hub | | \$921 | | \$921 |
| Alameda | City of Dublin | BRT010001 | Dublin Transit Center Plaza | | | \$750 | \$750 |
| Contra Costa | City of El Cerrito | CC-991048 | Potrero Avenue Rehabilitation | \$339 | | | \$339 |
| Contra Costa | City of Oakley | CC-991053 | East Cypress Road Overlay | \$214 | | | \$214 |
| Contra Costa | City of Pittsburg | CC-991064 | Buchanan Road Pavement Overlay | \$493 | | | \$493 |
| Contra Costa | City of Lafayette | CC-991089 | Reliez Valley Rd Walkway - Reg. Trail Gap closure | | \$420 | | \$420 |
| Contra Costa | EBRPD | CC-991109 | Iron Horse Trail Diamond Blvd Undercrossing | | | \$289 | \$289 |
| Contra Costa | CCCTA | CC-010005 | Contra Costa Route 114 Monument Corridor | | \$220 | | \$220 |
| Contra Costa | City of Richmond | CC-010010 | Valley View Road Improvements | \$511 | | | \$511 |
| Contra Costa | City of Oakley | CC-010012 | O'Hara Avenue Overlay | \$217 | | | \$217 |
| Contra Costa | City of Moraga | CC-010013 | St. Mary's Road Repair and Resurfacing | \$320 | | | \$320 |
| Contra Costa | City of Richmond | CC-010019 | Richmond Greenway and Bikeway | \$1,480 | \$420 | | \$1,900 |

TEA 21 Obligation Authority Carryover Project List
First Cycle STP, CMAQ, and TEA Program
May 14, 2003

Attachment D
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Figures are in thousands of dollars

| 4. OA LIMITATION CARRYOVER * | | | | | | | |
|-------------------------------------|----------------------|-----------|--|-------|----------|-------|----------|
| County | Implementing Agency | TIP ID | Project Title | STP | CMAQ | TEA | Total |
| Contra Costa | MTC | CC-010020 | El Cerrito Housing Incentive Program Reserve | \$352 | | | \$352 |
| Contra Costa | MTC | CC-010021 | Richmond Housing Incentive Program Reserve | \$963 | | | \$963 |
| Contra Costa | City of Richmond | CC-010043 | North Richmond Main Street Project | | \$1,725 | | \$1,725 |
| Contra Costa | City of El Cerrito | CC-010050 | Fairmont St. Pedestrian & Streetscape Improvements | | \$500 | | \$500 |
| Marin | Marin County | MRN990035 | Marin Parklands Visitor Access Improvements | | \$38 | | \$38 |
| Marin | City of Novato | MRN991013 | Redwood Blvd between Lamont Ave & Olive Ave | \$426 | | | \$426 |
| Marin | Marin County | MRN991014 | North San Pedro Road, MP 0.54 to 1.76 (C | \$486 | | | \$486 |
| Marin | City of San Rafael | MRN991015 | Fourth Street Resurfacing (Miracle Mile) | \$200 | | | \$200 |
| Marin | City of Larkspur | MRN991016 | Doherty Drive Rehabilitation - Phase 1 | \$261 | | | \$261 |
| Marin | Marin County | MRN991020 | Sir Francis Drake Blvd., MP 3.08 to 3.63 | \$486 | | | \$486 |
| Marin | Marin County | MRN991021 | Sir Francis Drake Blvd. East Overlay | \$297 | | | \$297 |
| Marin | City of Mill Valley | MRN991022 | Buena Vista Ave Resurfacing | \$159 | | | \$159 |
| Marin | City of San Anselmo | MRN991023 | Center Boulevard Rehabilitation | \$184 | | | \$184 |
| Marin | City of Ross | MRN991025 | Sir Francis Drake Blvd. Street Rehab | \$68 | | | \$68 |
| Marin | City of Sausalito | MRN991027 | Bridgeway North-South Bikeway Phase I | | \$170 | | \$170 |
| Marin | City of Corte Madera | MRN991046 | Paradise Drive/San Clemente Dr Rehabilit | \$191 | | | \$191 |
| Marin | City of Fairfax | MRN991048 | Center Boulevard Rehabilitation | \$72 | | | \$72 |
| Marin | Marin County | MRN991049 | Inkwells Bridge Adjoining Sir Francis Dr | | | \$375 | \$375 |
| Marin | City of San Rafael | MRN010002 | Second Street Resurfacing | \$238 | | | \$238 |
| Marin | City of Corte Madera | MRN010003 | Fifer Avenue/Lucky Drive Rehabilitation | \$89 | | | \$89 |
| Marin | City of Sausalito | MRN010005 | Bridgeway Rehabilitation Project | \$83 | | | \$83 |
| Marin | Marin County | MRN010010 | Olema - Bolinas Path | | | \$247 | \$247 |
| Marin | City of Fairfax | MRN010011 | Sir Francis Drake Path. | | | \$146 | \$146 |
| Marin | City of San Rafael | MRN010038 | Medway/Canal Enhancements | | \$900 | | \$900 |
| Region | MTC | MTC990002 | TransLink® Fare Collection Systems | | \$10,332 | | \$10,332 |
| Region | MTC | MTC990006 | TravInfo® | | \$5,410 | | \$5,410 |
| Region | MTC | MTC990017 | Pavement Management Technical Assistance | \$500 | | | \$500 |
| Region | MTC | MTC991007 | TLC Projects - Lump Sum Regional Share | \$276 | | | \$276 |
| Napa | Caltrans | NAP950004 | Route 29 / Trancas Street Interchange | | \$262 | | \$262 |
| Napa | City of Napa | NAP991010 | First Street Overlay | \$301 | | | \$301 |
| Napa | City of Napa | NAP991011 | Foothill Boulevard Overlay | \$178 | | | \$178 |
| Napa | City of Napa | NAP991012 | Linda Vista Avenue Overlay | \$332 | | | \$332 |
| Napa | City of Napa | NAP991013 | Old Sonoma Overlay | \$124 | | | \$124 |
| Napa | City of Napa | NAP991014 | Terrace Drive Overlay | \$314 | | | \$314 |
| Napa | City of Napa | NAP991015 | West Pueblo Avenue Overlay | \$200 | | | \$200 |

TEA 21 Obligation Authority Carryover Project List
First Cycle STP, CMAQ, and TEA Program
May 14, 2003

Attachment D
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Figures are in thousands of dollars

| 4. OA LIMITATION CARRYOVER * | | | | | | | |
|-------------------------------------|-------------------------|-----------|---|---------|---------|---------|---------|
| County | Implementing Agency | TIP ID | Project Title | STP | CMAQ | TEA | Total |
| Napa | Napa County | NAP991016 | Maintenance Overlay - Howell Mountain Ro | \$481 | | | \$481 |
| Napa | Napa County | NAP991022 | Cuttings Wharf Road Bicycle Lane | | \$200 | | \$200 |
| Napa | City of American Canyon | NAP991024 | American Canyon Rd/SR29 Landscaping | | | \$67 | \$67 |
| Napa | City of Calistoga | NAP991026 | Class I Bike Path (old RR ROW) | | | \$122 | \$122 |
| Napa | Napa County | NAP991028 | Yountville Crossroad Class 2 Bike Path | | | \$135 | \$135 |
| Napa | Napa County | NAP010005 | Silverado Trail Resurfacing | \$155 | | | \$155 |
| Napa | City of Napa | NAP010006 | Dry Creek Rd, Linda Vista, & Solano Resurfacing | \$182 | | | \$182 |
| Santa Clara | City of Palo Alto | SCL991016 | Palo Alto Medical Found./Bike/Ped Xing | \$502 | \$1,752 | | \$2,254 |
| Santa Clara | City of Sunnyvale | SCL991021 | Pedestrian Access Improvements Nr Tasman | | \$28 | | \$28 |
| Santa Clara | Caltrans | SCL991023 | Traffic Ops System (TOS) Improvements | | \$3 | | \$3 |
| Santa Clara | City of Milpitas | SCL991056 | Berryessa Creek Bike/Ped Trail | | | \$375 | \$375 |
| Santa Clara | City of Sunnyvale | SCL991059 | Calabazas Creek Trail - TEA project | | | \$310 | \$310 |
| Santa Clara | San Jose | SCL991067 | Guadalupe River Park Trail Project | | | \$429 | \$429 |
| Santa Clara | San Jose | SCL991068 | Los Gatos Creek | | | \$400 | \$400 |
| Santa Clara | City of Santa Clara | SCL010024 | San Tomas Aquino/Saratoga Creek Trail | | | \$1,700 | \$1,700 |
| Santa Clara | City of Sunnyvale | SCL010025 | Evelyn Ave Class II bike Lane. | \$150 | | | \$150 |
| Santa Clara | Santa Clara County | SCL010026 | Bascom Ave. Median & Landscaping | | | \$639 | \$639 |
| Santa Clara | Santa Clara County | SCL010027 | Elliot Avenue Sidewalk Project | | | \$205 | \$205 |
| Santa Clara | City of Sunnyvale | SCL010028 | Sunnyvale North-South Bikeways. | \$150 | | | \$150 |
| Santa Clara | City of Morgan Hill | SCL010030 | Bufferfield Blvd Linear Park | | | \$460 | \$460 |
| Santa Clara | City of Gilroy | SCL010034 | Monterey Streetscape Imps. - 6th to 7th Sterets | | \$1,190 | | \$1,190 |
| Santa Clara | VTA | SCL010043 | River Oaks Bike/Pedestrian Bridge | | \$1,000 | | \$1,000 |
| Santa Clara | VTA | SCL010044 | San Fernanco Light-Rail Station Plaza | | \$885 | | \$885 |
| Santa Clara | City of Palo Alto | SCL010045 | Caltrain/Homer St. Bike/Ped Undercrossing | | \$464 | | \$464 |
| San Francisco | SF Parking and Traffic | SF-991009 | Fill Gap in Muni F Line Tracks | | \$27 | | \$27 |
| San Francisco | SF Parking and Traffic | SF-991010 | Stockton Street sidewalk widening | | \$397 | | \$397 |
| San Francisco | SF Public Works | SF-991016 | Lake Merced Pav. Renovation - Phase II | \$3,982 | | | \$3,982 |
| San Francisco | SF DPW | SF-991022 | Neighborhood Traffic Calming & Beauty | | | \$469 | \$469 |
| San Francisco | Port of San Francisco | SF-991024 | Embarcadero Promenade Pedestrian Imps123 | \$226 | | | \$226 |
| San Francisco | Port of San Francisco | SF-991025 | Renovation of Pier 43 Ferry Arch. | \$255 | | | \$255 |
| San Francisco | MTC | SF-010016 | San Francisco HIP Reserve | \$1,145 | | | \$1,145 |
| San Francisco | SF MUNI | SF-010036 | Treasure Island Permanent Ferry Terminal | | \$445 | | \$445 |
| San Francisco | BART | SF-010047 | 16th St. BART Station Plaza Redesign | | \$1,298 | | \$1,298 |
| San Mateo | San Mateo County | SM-991048 | Sand Hill Road Resurfacing | \$142 | | | \$142 |
| San Mateo | City of San Carlos | SM-991058 | San Carlos Avenue Rehabilitation | \$225 | | | \$225 |

TEA 21 Obligation Authority Carryover Project List
First Cycle STP, CMAQ, and TEA Program
May 14, 2003

Attachment D
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Figures are in thousands of dollars

| 4. OA LIMITATION CARRYOVER * | | | | | | | |
|-------------------------------------|------------------------|-----------|--|---------|-------|-------|---------|
| County | Implementing Agency | TIP ID | Project Title | STP | CMAQ | TEA | Total |
| San Mateo | City of San Mateo | SM-991097 | San Mateo Main St. Ped & Tr Center Links | | | \$814 | \$814 |
| San Mateo | City of Belmont | SM-991110 | US 101 Ped/Bike Path | | | \$300 | \$300 |
| San Mateo | City of Half Moon Bay | SM-010040 | Bike/Sidewalk - SR92/Main Street | | | \$814 | \$814 |
| San Mateo | MTC | SM-010041 | Daly City Housing Incentive Program Reserve | \$342 | | | \$342 |
| San Mateo | MTC | SM-010042 | East Palo Alto Housing Incentive Program Reserve | \$293 | | | \$293 |
| San Mateo | MTC | SM-010043 | San Bruno Housing Incentive Program Reserve | \$684 | | | \$684 |
| San Mateo | MTC | SM-010044 | San Carlos Housing Incentive Program Reserve | \$113 | | | \$113 |
| San Mateo | MTC | SM-010045 | San Mateo Housing Incentive Program Reserve | \$751 | | | \$751 |
| San Mateo | City of East Palo Alto | SM-010060 | Bay Road Streetscape & Calming Improvements | \$464 | \$236 | | \$700 |
| Solano | City of Vacaville | SOL990049 | Southside Bikeway - Alamo Dr to VRTC | | \$10 | | \$10 |
| Solano | City of Benicia | SOL991035 | East Fifth Street Overlay | \$103 | | | \$103 |
| Solano | City of Rio Vista | SOL991040 | Front Street Overlay Project | \$83 | | | \$83 |
| Solano | City of Vallejo | SOL991047 | Broadway Overlay: Highway 37 to Mini Drive | \$339 | | | \$339 |
| Solano | City of Vallejo | SOL991048 | Rollingwood Dr. Overlay | \$198 | | | \$198 |
| Solano | City of Vallejo | SOL991049 | Solano Av. Overlay: Georgia to Mariposa | \$368 | | | \$368 |
| Solano | City of Vallejo | SOL991050 | Santa Clara St. overlay: Carolina St. to Maine St. | \$118 | | | \$118 |
| Solano | Solano County | SOL991051 | Pleasants Valley Road Rehabilitation | \$1,042 | | | \$1,042 |
| Solano | City of Vallejo | SOL991054 | Mare Island Service - Operations (2 yr) | | \$70 | | \$70 |
| Solano | City of Vallejo | SOL991054 | Mare Island Service - Operations (2 yr) | | \$70 | | \$70 |
| Solano | City of Benicia | SOL991056 | Mills Elementary School Route Imps. | | \$45 | | \$45 |
| Solano | City of Vallejo | SOL991059 | I-80 EB Redwood St. on & off ramp mod. | | \$70 | | \$70 |
| Solano | City of Benicia | SOL991067 | Park Lane Bike Lane | | \$129 | | \$129 |
| Solano | City of Fairfield | SOL991076 | Bike/Ped Path on W. Texas Street | \$95 | | | \$95 |
| Solano | City of Benicia | SOL991084 | East Second Street Overlay | \$90 | | | \$90 |
| Solano | City of Fairfield | SOL991087 | Pittman Road Rehabilitation | \$95 | | | \$95 |
| Solano | City of Rio Vista | SOL991088 | Drouin Drive Overlay | \$37 | | | \$37 |
| Solano | City of Vallejo | SOL991090 | Oakwood St. overlay: Teakwood to Springs Road | \$95 | | | \$95 |
| Solano | City of Dixon | SOL010008 | Downtown Dixon Streetscape. | \$237 | | | \$237 |
| Solano | City of Vacaville | SOL010010 | Nut Tree Rd. Resurfacing. | \$462 | | | \$462 |
| Solano | City of Fairfield | SOL010013 | Central Way Rehabilitation. | \$45 | | | \$45 |
| Solano | City of Benicia | SOL010015 | East H Street Overlay | \$105 | | | \$105 |
| Solano | City of Vallejo | SOL010016 | Tennessee Street Overlay: Monterey to Halliday | \$243 | | | \$243 |
| Solano | MTC | SOL010019 | Vallejo Housing Incentive Program Reserve | \$383 | | | \$383 |
| Solano | City of Suisun City | SOL010039 | Driftwood Drive Pedestrian Way | | \$350 | | \$350 |
| Solano | City of Vacaville | SOL010040 | Davis St. Ped & Gateway Improvements | | \$482 | | \$482 |

TEA 21 Obligation Authority Carryover Project List
First Cycle STP, CMAQ, and TEA Program
May 14, 2003

Attachment D
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Figures are in thousands of dollars

| 4. OA LIMITATION CARRYOVER * | | | | | | | |
|-------------------------------------|----------------------|-----------|--|-----------------|-----------------|-----------------|------------------|
| County | Implementing Agency | TIP ID | Project Title | STP | CMAQ | TEA | Total |
| Sonoma | City of Healdsburg | SON991020 | Healdsburg Avenue Overlay | \$225 | | | \$225 |
| Sonoma | Sonoma County | SON991023 | Stony Point Road - Stage 5A | \$1,650 | | | \$1,650 |
| Sonoma | City of Rohnert Park | SON991026 | Various Overlays - 2000 | \$314 | | | \$314 |
| Sonoma | Sonoma County | SON991035 | West County Bike Trail: Phase 7. | | \$450 | | \$450 |
| Sonoma | City of Sebastopol | SON010015 | Street Smart Sebastopol | | | \$415 | \$415 |
| Sonoma | MTC | SON010016 | Petaluma Housing Incentive Program Reserve | \$258 | | | \$258 |
| Sonoma | Sonoma County | SON010020 | Old Redwood Highway Class II Bike Lanes | \$223 | | | \$223 |
| Sonoma | Sonoma County | SON010026 | West County Bike Trail: Phase 10 | | | \$240 | \$240 |
| | | | Advanced TEA 21 Reauthorization OA | | \$3,000 | \$2,400 | \$5,400 |
| | | | ISTEA Carryover | \$44,024 | \$3,976 | | \$48,000 |
| TOTAL | | | | \$86,423 | \$40,596 | \$16,215 | \$143,233 |

* OA Limitation Carryover amounts are estimates and subject to change upon receipt of final TEA 21 Apportionments.

* Projects in this category are currently programmed in the 2003 TIP and do not require reprogramming. This category has been listed to ensure that future Obligation Authority (OA) is reserved for projects carried over from TEA 21 into Reauthorization. This list does not necessarily include all projects that fall into this category.

Resolution 3536 –
First Cycle Program: Policies and Procedures

Date: March 26, 2003

W.I.: 1512

Referred by: PAC

ABSTRACT

Resolution No. 3536

This resolution adopts the policy and procedures for the First Cycle Program, in advance of the reauthorization of the Transportation Equity Act of the 21st Century (TEA 21). The policy and procedures contain the project categories that are to be funded with FY 2003-04 and FY 2004-05 Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program Funds for inclusion in the 2003 Transportation Improvement Program (TIP).

The resolution includes the following attachments:

Attachment A – First Cycle Program: Policies and Procedures

Further discussion of the First Cycle Program and future STP, CMAQ, and Transportation Enhancement Activities (TEA) is contained in the MTC Executive Director's Memoranda to the Programming and Allocations Committee dated March 5, 2003.

Date: March 26, 2003
W.I.: 1512
Referred By: PAC

RE: FY 2003-04 and 2004-05 STP, CMAQ, and TEA First Cycle Program: Policies and Procedures

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3536

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of Surface Transportation Planning (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Transportation Enhancement Activities (TEA) funded projects; and

WHEREAS, MTC has developed a policy and procedure to be used in the selection of projects to be funded with STP and CMAQ funds for Fiscal Year (FY) 2003-04 and 2004-05 (23 U.S.C. Section 133), as set forth in Amendment A of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the procedures and criteria set forth in Attachment A of this Resolution, MTC, in cooperation with Caltrans, operators of publicly-owned mass transit services, county congestion management agencies, the Bay Area Air Quality Management District, the Association of Bay Area Governments, and other local government entities, will develop a two-year program of CMAQ planning, air quality management, and regional operating and procurement commitment projects to be funded with anticipated STP and CMAQ funds in FY 2003-04 through FY 2004-05 for inclusion in the 2003 Transportation Improvement Program (TIP); and

WHEREAS the 2003 TIP will be subject public review and comment; now therefore be it

RESOLVED that MTC approves the process and criteria to be used in the selection of STP and CMAQ funded candidate projects for inclusion in the 2003 TIP, as set forth in Attachment A of this Resolution; and be it further

RESOLVED that the Executive Director shall forward a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Original Signed By:

Steve Kinsey, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in Oakland,
California, on March 26, 2003

Date: March 26, 2003
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 3526
Page 1 of 18

TEA 21 REAUTHORIZATION
First Cycle Program
STP, CMAQ, and TEA
FY 2003-04 and FY 2004-05

Policies and Procedures
March 26, 2003

Section I Background

The federal Transportation Equity Act for the 21st Century (TEA 21) is set to expire on September 30, 2003. Among several programming opportunities, TEA 21 authorized the San Francisco Bay Area Region to program approximately \$375 million in Surface Transportation Program (STP) funds, \$330 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, and \$50 million in Transportation Enhancement Activities Program (TEA) funds between 1997 and 2003. Approximately \$125 million was available each year over the six-year period of the act, for a total of \$755 million. All of these funds have been fully programmed.

The last time we approached the reauthorization of an expiring act, the region proceeded with the programming of funds prior to the adoption of the new Act to ensure a continuous and seamless programming process for federal transportation funding. This strategy of programming also allows the region to deliver projects in a timely fashion, ensuring that timely use of funds policies and requirements are met.

Once again the region is prepared to undertake a similar 'advanced' programming activity by programming future funds in advance of the actual reauthorization. Note that several unresolved issues complicate the programming of these funds, such as MTC's 2001 Regional Transportation Plan (RTP) commitment to local streets and roads and transit capital shortfalls, unknown revenues to be realized from TEA 21 reauthorization and a recently proposed TEA program shift within the State. In response to these unresolved matters affecting the funding as we approach Reauthorization, the advance programming activity will focus on programming only what is necessary to maintain a seamless transition.

Section II Six-Year TEA 21 Reauthorization Legislation STP, CMAQ, and TEA - 1 • 2 • 3 Programming Under TEA 21 Reauthorization

As presented at the October 2002 and February 2003 Bay Area Partnership Board meeting, the region will proceed with a 1 • 2 • 3 approach for programming STP, CMAQ, and TEA revenues under TEA 21 Reauthorization, assumed again to comprise a six-year period. The region will continue to program to the full apportionment level rather than OA, with obligations for projects programmed in the last year of reauthorization subject to the availability of OA. Projects funded under each cycle will be subject to the project delivery policies currently under revision by MTC and the Partnership Technical Advisory Committee and working group(s).

In order to incorporate any revised policies that may emerge regarding transit/local streets and roads shortfalls, Transportation for Livable Communities and Housing Improvement Program (TLC/HIP), and other issues that will be resolved in the update of the long range transportation plan, it is necessary to defer as much programming as possible until the 2005 Regional Transportation Plan (RTP) is completed. To accomplish this, minimal revenues will be programmed in the first two years of the reauthorized transportation program, with the bulk of new programming occurring in FY 2005-06 and beyond. While this sequencing may put pressure on meeting regional and state project

delivery requirements, particularly TEA funds, it does allow investment decisions to be more closely aligned with policies in the upcoming RTP.

First Cycle

The First Cycle programming will cover the minimal amount necessary to ensure a seamless transition into TEA 21 reauthorization. Funding will be programmed to projects with continuous annual funding needs and air quality management strategies, with the remaining balance used to address outstanding programming commitments arising from the OA shortfall from ISTEA and TEA 21. Due to a combination of a) OA limitations in the region, and b) annualized programming requirements for programs with operating or contractual commitments, Cycle One commitments will result in the full FY 2003-04 STP, CMAQ, and TEA apportionments, and about 65% of FY 2004-05 STP, CMAQ, and TEA apportionments, to be programmed by September 30, 2003. This is described in more detail in Section V: First Cycle Programming Policies.

Second Cycle

Second Cycle will cover STP, CMAQ, and TEA apportionments for the remainder of FY 2004-05 and all of FY 2005-06 and will not be programmed until Summer 2005 (beginning FY 2005-06) to allowing for completion of the 2005 RTP. Access to the 35% balance of FY 2004-05 STP, CMAQ, and TEA apportionment would be delayed by about one year. The three-year window for obligating any single year of federal apportionment will allow the region to manage any project delivery deadlines on those funds.

This second cycle would include the "on-going commitment" category of projects, as well as new funding for the identified local streets and road shortfall, transit capital shortfall, regional and county TLC/HIP, County TEA, and discretionary funding all as confirmed through the 2005 RTP. Additional programming commitments could arise out of the 2005 RTP. It is expected Cycle Two will be programmed between June and September 2005.

Third Cycle

Third Cycle will cover three years of STP, CMAQ, and TEA apportionments (FY 2006-07, FY 2007-08, and FY 2008-09), and include the continued programming of the project categories outlined in the second cycle and resulting from the 2005 RTP. It is expected that Cycle Three will be fully programmed by September 30, 2006. Because the region is programming to full apportionment rather than to OA, there may be insufficient OA to obligate all of the projects in the final year of the reauthorization act. Programming to full apportionment benefits the region with accelerated project delivery, results in lower project costs, and delivery of projects to the public sooner, which outweigh the risks of programming to higher levels than can be obligated in a given year. We have consistently been the beneficiaries of advanced federal obligation authority. Note that obligations for projects programmed in the last year of Cycle Three could be subject to the availability of OA. It may therefore be necessary to carry the programming of these projects into the first year of the following transportation act.

Section III

Guiding Principles

- Investments made in the First Cycle Program must carry out the objectives of the Regional Transportation Plan (RTP) and be consistent with its improvements and programs [23 USC 134

(h)]. This First Cycle Program will be in accordance with the policies adopted as part of the 2001 RTP. The Second and Third Cycle Program will be in accordance with the 2005 RTP.

- MTC and the Bay Area Partnership developed a strategy for programming federal and state funds to ensure that a balanced, reasonable mix of high priority transportation projects is achieved at the regional level. Pursuant to that discussion, the following factors must be considered in the development of priorities and procedures for programming STP, CMAQ, and TEA funds:
 - o The diverse nature of the Bay Area transportation system requires multi-modal investments.
 - o A strategic mix of various fund sources will be required to meet the divergent needs of large versus small projects, and/or differences in the financial capabilities of Partnership sponsors.
 - o Maintaining and sustaining the existing system through replacement and rehabilitation of its infrastructure, coupled with effective management of that system, are high regional priorities in the RTP and must be provided for.

While this policy document is subject to revision once TEA 21 reauthorization legislation is passed, future policies will likely retain these essential features.

- Assembly Bill 1012 (AB 1012) emphasizes the importance of readiness and adherence to planned delivery schedules. Project sponsors that are unable to meet these requirements are subject to significant financial penalties.
- The MTC region will continue to program to apportionment, which is officially distributed to the Regions by Caltrans. While MTC will program to apportionment, approximately the last ten percent of the total six-year TEA 21 reauthorization legislation apportionment amount will be contingent on the availability of OA. Most likely this ten percent will affect projects programmed in FY 2008-09.
- MTC will have final program approval.

Section IV

Fund Estimate

Baseline revenue assumptions for TEA 21 reauthorization legislation have not been set at the federal level as of yet. For the First Cycle Program, the revenue projections adopted with the 2001 RTP will be used as guidance for programming. When legislation is passed, the revenue projections will be updated to reflect the legislated funding levels.

In the 2001 RTP, STP, CMAQ, and TEA revenues are assumed to grow at 2% per year based on Caltrans' FY 2001-02 projections. This amounts to \$140.8 million in STP, \$124.4 million in CMAQ, and \$18.2 million in TEA funds for FY 2003-04 and FY 2004-05. Note that Caltrans' estimates and MTC's RTP estimates are proving conservative as compared to early TEA 21 Reauthorization discussions.

Table 1: FY 2003-04 Estimated STP, CMAQ, and TEA Revenues*

| Program | Fiscal Year Revenue (in millions of dollars) | | |
|---|--|------------|-------|
| | FY 2003-04 | FY 2004-05 | Total |
| Surface Transportation Program | 69.7 | 71.1 | 140.8 |
| Congestion Mitigation and Air Quality Improvement Program (CMAQ) ² | 61.9 | 62.5 | 124.4 |
| Transportation Enhancement Activities Program (TEA) | 9.0 | 9.2 | 18.2 |

¹ Revenues based on 2001 RTP projections

² The Fund Estimate does not include Eastern Solano County CMAQ funds. The 2001 RTP estimates that approximately \$1.2 million per fiscal year in CMAQ funds is projected to be apportioned to Eastern Solano County.

Section V

First Cycle Programming Policies

A. Programming Assumptions

- First Cycle projects will be programmed based on TEA 21 legislative guidelines. Once Reauthorization Legislation has been passed, the projects adopted as part of First Cycle will be reviewed for consistency with the new legislative criteria.
- The STP, CMAQ, and TEA fund estimate for First Cycle is based on the 2001 RTP revenue projections. When reauthorizing legislation is passed on TEA 21, the fund estimate will be updated to reflect the authorized funding revenue for STP, CMAQ, and TEA. Any overprogramming will become a commitment in the Second Cycle and is likely to be minor.
- Approximately \$140 million exists in carryover programming from ISTEA and TEA 21 (\$48 from ISTEA and \$92 from TEA 21) that are awaiting obligation.
- Most of the nine-county MTC region lies within the Bay Area Air Quality Management District's Air Basin. One exception is the Eastern portion of Solano County, which lies within the Yolo/Solano Air Quality Management District's (YSAQMD) air basin. The Sacramento Area Council of Governments (SACOG) is responsible for air quality conformity of the YSAQMD's air basin, while MTC has the planning and programming authority for Eastern Solano County. Per the existing Memorandum of Understanding between MTC and SACOG, Eastern Solano County CMAQ funding will be reserved for projects in the eastern portion of that county. The Eastern Solano County CMAQ funds will be available for programmed during Second Cycle or earlier, as necessary for air quality purposes.
- The Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funding is fixed at the programmed amount, and therefore any cost increase cannot be

expected to be funded with Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds.

B. Programming Schedule

Development of the First Cycle Program under these procedures will be done in accordance with the schedule outlined in Appendix A of this policy and procedures document.

C. Adoption into the 2003 TIP

This First Cycle Program will be adopted as an amendment to the 2003 TIP. The projects proposed for adoption in the First Cycle Program are air quality exempt projects, and therefore, a new air quality conformity analysis and finding will not be required.

D. Funds Programmed

The First Cycle Program will program STP and CMAQ funds for FY 2003-04 and a portion of FY 2004-05. TEA funds will be programmed with Second Cycle. If AB 1012 delivery deadlines for TEA funds necessitate the programming of TEA funds prior to the adoption of a Second Cycle, TEA funds will be programmed before Second Cycle. Additionally, the programming of TEA funds is dependent on the California Transportation Commission's (CTC) determination of the TEA policy for TEA 21 Reauthorization. MTC will assign STP or CMAQ funding to the First Cycle Program projects as appropriate. CMAQ funding will be assigned to the First Cycle Program projects, where eligible.

Of the FY 2003-04 and FY 2004-05 estimated revenue, Cycle One will program approximately \$93 million in new projects and programs for air quality strategies, planning activities, and for projects requiring the continuation of funding to ensure existing annualized commitments and the needs of ongoing contracts are met. Categories for this funding include the following:

- i STP CMA Planning Activities (approximately \$8 million: \$4.5 million each for FY 2003-04 and FY 2004-05, of which \$1.35 million is dedicated each year to transportation land use coordination activities)
- i Air Quality Management Strategies (approximately \$41 million for programs in FY 2003-04 and FY 2004-05)
- i Regional operating and procurement commitments (approximately \$44 million: \$24 million in FY 2003-04 and \$20 million in FY 2004-05)

There is \$140 million in projects already programmed by MTC awaiting the obligation of federal funds. Most of these projects are on the shelf and ready to go to construction. Approximately \$140 million of programming capacity for First Cycle will be used to address the these carryover needs resulting from programming to full apportionment during ISTEA and TEA 21. Remaining revenues for FY 2004-05 will be reserved for programming under Cycle Two.

E. Project Categories

First Cycle programming will program the following project categories: Regional Coordination Projects with annual operating needs, Air Quality Management Strategies, CMA Planning Funds and Carryover projects due to OA limitations under ISTEA and TEA 21. Screening Criteria for the new projects are included in Appendix B.

Table 2: Programs to be funded in First Cycle

| CMA Planning Activities | |
|--|---|
| CMA Planning Activities | Approximately 6% of the regional STP funds coming to the region will be reserved for overall CMA planning activities. For First Cycle Program, the planning funds will be based on the estimated STP revenue adopted in the 2001 RTP. Each county CMA is guaranteed a minimum of \$240,000, an increase from the minimum threshold of \$140,000 provided during TEA 21. The CMA's are provided either the county's population share of 3% of the STP funds or \$240,000, whichever figure is higher. In addition, \$1.35 million (\$150,000 for each of the county CMAs) will be targeted for transportation land use planning coordination with MTC. |
| Air Quality Management Strategies | |
| Spare the Air Program | Aims to reduce ozone on days when the Bay Area's air pollution is expected to exceed federal and state air quality standards by encouraging people to drive less on Spare the Air days. |
| Regional Rideshare Program | Aids in shifting individuals from single occupant vehicles (SOVs) to carpools, vanpools and other transportation alternatives and help individuals sustain this shift in order to mitigate the growth of traffic congestion and motor vehicle emissions in the Bay Area. |
| Air Quality Strategies | The air quality challenges we face will continue to place a demand on available funding in order to meet the Transportation Control Measures (TCMs) and Further Study Measures identified in the 2001 State Implementation Plan. Additionally, our SIP for attaining the one-hour, national ambient air quality standard for ozone will be revisited in 2003-2004. |

Table 2 (Continued)

| Regional (MTC) Operating and Procurement Commitments | |
|---|---|
| Freeway Operation Systems | Freeway operations refers to the activities that directly affect the safety, travel time, travel route selection, time of travel, or mode of travel, of travelers using or planning to use the freeway network. The goals of improving safety, efficiency, and reliability of the freeway system are dependent on several real-time freeway operation functions, including monitoring, surveillance, incident detection, providing information to motorists, incident clearance, and restoring network capacity. Caltrans, CHP and MTC work together, and with local agencies, to improve freeway operations. |
| Incident Management | Includes: Freeway Service Patrol, the Bay Area's freeway incident detection and removal program and the Call Box Program, installation and operations of the yellow call boxes on roadsides in the nine-county Bay Area. |
| Pavement Management Technical Assistance Program (P-TAP) | Assists Bay Area jurisdictions in implementing and maintaining pavement management systems (PMS) for their local roadway network. |
| Performance Monitoring | This program monitors changes in system performance over time with a focus on the customer's perspective. |
| Regional Transit Information System | Transit information services system designed to make it easier for transit users to plan trips throughout the Bay Area. |
| Regional Transportation Marketing | Generates market research data to inform product development, to develop and implement promotional campaigns for those projects, to develop project performance standards and to evaluate and report on project performance for MTC's customer service projects (includes TransLink®, TravInfo®, the TakeTransit Trip Planner, the regional rideshare program, Freeway Service Patrol and the Callbox Program). |
| Traffic Engineering Technical Assistance Program (TETAP)/ Arterial Signal Re-timing | Provides consultant assistance to local agencies to 1) retime traffic signal systems, and 2) analyze an existing problem, conceptualize solutions, and provide technical assistance with a grant application to implement the preferred solution. |
| TransLink® | The universal transit ticket program will establish a single regional system for collecting fares on all of the Bay Area's transit systems. The nine-county Bay Area will be first in the U.S. to have a single card that can be used on all forms of public transit in the region: buses, trains and ferries. |
| TravInfo® | The Bay Area's advanced traveler information system, also known as 511, which provides real-time information on traffic incidents, slowdowns, road construction activity, and major transit service interruptions as well |

| |
|--|
| as direct telephone connections to transit, paratransit, and rideshare agencies. |
|--|

F. Local Match

Projects funded with STP, CMAQ, or TEA funding require a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP, CMAQ, or TEA is 11.47% of the project cost. The Federal Highway Administration (FHWA) will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the non-federal match, which is subject to change.

G. Obligation Authority Prioritization

ISTEA and TEA 21 projects that were programmed, but not obligated due to TEA 21 obligation authority (OA) limitations, are one of the region's highest priorities to receive OA made available through the successor legislation of TEA 21.

H. Project Delivery

The regional STP, CMAQ, and TEA program is project specific. The STP, CMAQ, and TEA funds for projects in an existing program are for those projects alone.

The region will establish an obligation deadline for projects included in the First Cycle Program. It is expected that project funding will be obligated by September 30 of the year the project is programmed for in the TIP. Due to the region's uncertainty about future OA, funds programmed in the First Cycle will have the year programmed in the TIP plus one, to obligate the STP and CMAQ funding. For example, the obligation deadline for a project with CMAQ funding programmed for FY 2003-04 is September 30, 2005. MTC will actively monitor project status with relation to federal, state and regional delivery policies and funding deadlines. The Joint Finance Working Group will work to ensure timely project delivery, identify problems, and recommend actions to the Partnership Technical Advisory Committee.

Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Policy for Enforcing Fund Obligation Deadlines and Project Substitution for STP, CMAQ, and TEA funds (MTC Resolution No. 3239). Revisions to MTC Resolution No. 3239 are forthcoming.

I. Project Amendments

Any proposed changes will be carefully reviewed by MTC staff and subject to the approval of the Commission.

J. Project Application

Project sponsors must submit a completed project application for each project proposed for funding in First Cycle Program. The application consists of the following three parts and will be available on the internet (as applicable) accessible through mtc.ca.gov.

1. STP, CMAQ, and TEA Application
- 2a. Resolution of local support * (Appendix C)
- 2b. Opinion of legal counsel * (Appendix C)

3. CMAQ Emissions Benefit Analysis, available at:
<http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>

* NOTE: Project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the statements into the Resolution of Local Support as documented in Appendix E.

- Appendix A -

| - STP, CMAQ, and TEA - TEA 21 Reauthorization: First-Cycle Programming Recommended Schedule of Activities 2003 | |
|--|---|
| October 28, 2002 | Presentation of First Cycle Programming Recommendations to Partnership Board |
| February 5, 2003 | Joint Finance Working Group review of proposed STP, CMAQ, and TEA First Cycle Policy and Procedures |
| February 10 | Presentation of Final First Cycle Programming Proposal to Partnership Board |
| February 18 | Partnership Technical Advisory Committee (PTAC) review of proposed STP, CMAQ, and TEA First Cycle Policy and Procedures |
| March 5 | Programming and Allocations Committee review of STP, CMAQ, and TEA First Cycle Policy and Procedures |
| March 26 | Commission adoption of STP, CMAQ, and TEA First Cycle Policy and Procedures |
| March 26 – April 1 | Sponsor submittals of project applications |
| April 2 | Joint Finance Working Group review of proposed First Cycle Program |
| April 21 | PTAC review of proposed First Cycle Program |
| May 14 | PAC review – authorize Public Hearing and release of Draft First Cycle Program |
| June 11 | Public Hearing on Draft First Cycle Program prior to PAC meeting |
| June 18 | Close of Public Comment Period on Draft First Cycle Program |
| July 9 | First Cycle Program and TIP Amendment to PAC |
| July 24 | First Cycle Program and TIP Amendment to Commission for adoption |
| July 25 – September 30 | Final TIP Amendment submitted to Caltrans, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) for approval |

- Appendix B -
First Cycle STP, CMAQ, and TEA Project Screening Criteria

Eligible Projects

A. Eligible Projects. STP has a wide range of projects that are eligible for consideration in the TIP. Eligible projects include, federal-aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), mitigation related to an STP project, public transit capital improvements, pedestrian, and bicycle facilities, and transportation system management, transportation demand management, transportation control measures, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in Section 133 of Title 23 of the United States Code.

CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), public-private partnerships, alternative fuels, traffic flow improvements, transit projects (facilities, vehicles, operating assistance up to three years, and fare subsidies), bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, Fare subsidy programs, intermodal freight, planning and project development activities, Inspection and maintenance programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the CMAQ Program Guidance (FHWA, April 1999).

Planning Prerequisites

B. RTP Consistency. Projects included in the STP, CMAQ, and TEA First Cycle Program must be consistent with the adopted Regional Transportation Plan (RTP), which federal law requires to be consistent with federal planning and programming requirements. Each project to be included in the First Cycle Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number and/or RTP travel corridor and whether the project is to be credited against the county's transit capital shortfall target.

C. CMP Consistency. Local projects must be consistent with the County Congestion Management Plan (CMP), or the adopted Capital Improvement Program (CIP) for counties that have opted out of the CMP requirement, prior to inclusion in the First Cycle Program.

D. Bicycle Consideration. Any local roadway or transit project must show reasonable consideration of bicycle facilities. Specifically, the following must be answered:

1. Have the needs of bicyclists been considered in the design of the project?

2. Is bicycle travel impeded by this project? If yes and a roadway projects, has a parallel bicycle facility been designed to accommodate bicyclists?
3. For transit vehicles and facilities: has bicycle access been facilitated by the project?
4. Have you reviewed local, county, and regional bike plans for roadway design consistency? Please attach an excerpt from the regional or local bike plan near the vicinity of your project.

Project Costs and Phases

E. Project Phases. Projects should be separated into the following project components:

1. Environmental Document and Preliminary Engineering (EDPE)
2. Final Design, Plans, Specifications, and Estimates (PS&E)
3. Acquisition of right-of-way (ROW), and right of way related activities
4. Construction, construction management and engineering, including surveys and inspections, equipment acquisition, and purchase of rolling stock. (CON)

The project sponsor/CMA must display the project in these four components in the final submittal. First Cycle Program funding amounts programmed for any component shall be rounded to the nearest \$1,000.

F. Fiscal Years of Programming. The First Cycle Program covers a two-year period, FY 2003-04 and FY 2004-05. It is expected that funds will be obligated in the year programmed in the TIP.

Readiness Standards

G. Project Phases Must Be Ready in the Year Proposed. Funds designated for each project component will only be available for obligation the fiscal year plus one in which the funds are programmed in the TIP. Once obligated, the sponsor will have three years, including the fiscal year in which the funds were obligated, to expend funds. For construction, the sponsor will have one year to award a contract and three years to expend funds. It is therefore very important that projects be ready to proceed in the year programmed.

H. The Project Must Be Fully Funded. Section 134 (h) of Title 23 of United States Code states that the regional program "shall include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project". All local projects included in the final First Cycle Program must be accompanied by an authorizing resolution stating the sponsor's commitment to complete the project as scoped with the funds requested. A model resolution including the information required is outlined in Sample Resolution - Appendix C of this guidance.

MTC will program a project component only if it finds that the component itself is fully funded, either from STP, CMAQ, or TEA funds or from other committed funds. MTC will regard funds other than STP, CMAQ, and TEA as committed when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or other federal approval.

- I. Field Review for Federally Funded Local Projects.** By requesting funding for a federally-funded project in the TIP, the project sponsor agrees to contact Caltrans and schedule and complete a project field review within 6-months of the project being included or amended into the TIP. For the First Cycle, Caltrans field reviews should be completed by March 1, 2004. This requirement only applies to projects receiving federal funds subject to FHWA local federal-aid field review requirements. Project funding transferred to FTA do not require a field review.
- J. Premature Commitment of Funds.** A project sponsor may not be reimbursed for expenditures made prior to the authorization to proceed. Therefore, the project sponsor must not incur costs prior to an authorization to proceed from FHWA (or authorization for Advance Construction (AC)), or a transfer of funds to FTA (or pre-award authority).

- Appendix C -
STP, CMAQ, and TEA First Cycle Project Application:
Part 2a - Sample Resolution of Local Support

Resolution No. _____

**AUTHORIZING THE FILING OF AN APPLICATION FOR FEDERAL SURFACE
TRANSPORTATION PROGRAM AND CONGESTION MITIGATION AND AIR QUALITY
IMPROVEMENT PROGRAM FUNDING FOR (project name) AND COMMITTING THE
NECESSARY LOCAL MATCH FOR THE PROJECT(S) AND STATING THE ASSURANCE
OF (name of jurisdiction) TO COMPLETE THE PROJECT**

WHEREAS, the Transportation Equity Act for the 21st Century (TEA 21) (Public Law 105-178, June 9, 1998) and the TEA 21 Restoration Act (Public Law 105-206, July 22, 1998) continue the Surface Transportation Program (23 U.S.C. § 133 and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149); and

WHEREAS, pursuant to TEA 21, and the regulations promulgated thereunder, eligible project sponsors wishing to receive Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission is the MPO for the San Francisco Bay region; and

WHEREAS, (applicant) is an eligible project sponsor for Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds; and

WHEREAS, (applicant) wishes to submit a grant application to MTC for funds from the Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program in fiscal year 2003-04 and 2004-05 for the following project:

(project description) .

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

- 1) the commitment of necessary local matching funds of at least 11.47%; and
- 2) that the sponsor understands that the Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with Surface

Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds; and

- 3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
- 4) that the sponsor understands that funds must be obligated by September 30 of the year that the project is programmed for in the TIP, or the project may be removed from the program.

Resolved, that (agency name) is an eligible sponsor of projects in the STP, CMAQ, and TEA First Cycle Program; and be it further

Resolved, that (agency name) is authorized to submit an application for STP, CMAQ, and TEA First Cycle Program funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for STP, CMAQ, and TEA First Cycle Program funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

NOW, THEREFORE, BE IT RESOLVED by (governing board name) that (applicant) is authorized to execute and file an application for funding under the Surface Transportation Program or the Congestion Mitigation and Air Quality Improvement Program of TEA 21 in the amount of (\$ STP/CMAQ request) for (project description) ; and

BE IT FURTHER RESOLVED that (governing board) by adopting this resolution does hereby state that:

- 1) (applicant) will provide (\$ match amount) in local matching funds; and
- 2) (applicant) understands that the Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funding for the project is fixed at (\$ STP/CMAQ amount), and that any cost increases must be funded by the (applicant) from local matching funds, and that (applicant) does not expect any cost increases to be funded with Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds; and
- 3) (project name) will be built as described in this resolution and, if approved, for the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and

- 4) The program funds are expected to be obligated by September 30 of the year the project is programmed for in the TIP.

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP.

- Appendix D -
STP, CMAQ, and TEA First Cycle Project Application:
Part 2b - Sample Opinion of Legal Counsel

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Part 2a (Appendix C). If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the STP, CMAQ, and TEA First Cycle Program; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided below.

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for STP, CMAQ, and TEA First Cycle Program funds

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) _____ for funding from the STP, CMAQ, and TEA First Cycle Program made available pursuant to the Reauthorization of TEA 21 Legislation.

1. (Applicant)_____ is an eligible sponsor of projects for the STP, CMAQ, and TEA First Cycle Program.
2. (Applicant) _____ is authorized to submit an application for STP, CMAQ, and TEA First Cycle Program funding for (project) _____.
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) _____ making applications for STP, CMAQ, and TEA First Cycle Program funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ to carry out such projects.

Sincerely,

Legal Counsel

Print name

- Appendix E -

Optional Language to add to the Resolution for Local Support

Project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

Resolved, that (agency name) is an eligible sponsor of projects in the STP, CMAQ, and TEA First Cycle Program; and be it further

Resolved, that (agency name) is authorized to submit an application for STP, CMAQ, and TEA First Cycle Program funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for STP, CMAQ, and TEA First Cycle Program funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided in Part 2b (Appendix D).

2003 TIP - Amendment No. 6

May, 2003

| Sponsor | Mode | TIP ID | Project Name | Description of Change |
|--|----------|-----------|---|---|
| Alameda Contra Costa Transit District (AC Transit) | Transit | ALA010063 | Acquire 727 Bus Catalyst Devices | Add acquisition of 727 Bus Catalyst Devices. |
| Alameda County Congestion Management Agency | Local Rd | ALA979001 | CMA Planning Activities | Add First Cycle TEA3 STP/CMAQ/TEA funding. |
| Bay Area Air Quality Management District | Transit | MTC990015 | Spare the Air Program | Add First Cycle funds to project |
| Central Contra Costa Transit Agency (CCCTA) | Transit | CC-030016 | Install 132 Bus Catalyst Devices | Amend-in 1st Cycle STP/CMAQ/TEA programming. |
| City of Vallejo | Transit | SOL010033 | Bus Rehab & Catalyst Devices Acquisitions | Amend-In First Cycle TEA/CMAQ/STP programming for the acquisition of 27 Bus Catalyst Devices. |
| Contra Costa Transportation Authority | Local Rd | CC-979042 | CMA Planning Activities | Add First Cycle TEA3 STP/CMAQ/TEA funding. |
| Eastern Contra Costa Transit Agency (Tri-Delta) | Transit | CC-030017 | Acquire 56 Bus Catalyst Devices | Amend-in 1st Cycle TEA3 STP/CMAQ/TEA programming. |
| Fairfield-Suisun Transit | Local Rd | SOL030018 | 24 Bus Catalyst Devices | Amend-In 1st Cycle TEA3 STP/CMAQ/TEA project |
| Federal Highway Administration (FHWA) | Local Rd | MRN030007 | Chimney Rock Lighthouse Rehabilitation. | New Exempt project to the 2003 TIP |
| | Local Rd | SF-030002 | Golden Gate National Park Road Rehab | Add additional FLHP funds to project. |
| | Local Rd | SOL030015 | San Pablo Bay Entrance Rehabilitation | Add new exempt project to the 2003 TIP |
| Golden Gate Bridge, Highway and Transit District | Transit | MRN010032 | Acquire 132 Bus Catalyst Devices | Amend-In First Cycle STP/CMAQ/TEA funds for acquisition of Bus Catalyst Devices. |
| Livermore Amador Valley Transit (LAVTA) | Transit | ALA030015 | 25 Bus Catalyst Devices | Add First Cycle TEA3 STP/CMAQ/TEA funding. |
| Marin County | Local Rd | MRN970034 | CMA Planning Activities | Add First Cycle TEA3 STP/CMAQ/TEA funding. |
| Metropolitan Transportation Commission (MTC) | Local Rd | MTC030004 | Air Quality Strategies Reserve | Amend-In New Project |
| | Local Rd | MTC030005 | TLC/HIP Planning Grants | Add new project to the TIP |
| | Local Rd | MTC990006 | TravInfo® | Add First Cycle TEA3 STP/CMAQ/TEA funding. |
| | Local Rd | MTC990017 | Pavement Management Technical Assistance | Add First Cycle TEA3 STP/CMAQ/TEA funding. |
| | Local Rd | MTC990018 | Traffic Engineering Technical Assistance | Add First Cycle TEA3 STP/CMAQ/TEA funding. |
| | Local Rd | MTC991001 | Performance Monitoring | Add First Cycle TEA3 STP/CMAQ/TEA funding. |

2003 TIP - Amendment No. 6

May, 2003

| Sponsor | Mode | TIP ID | Project Name | Description of Change |
|---|-----------|-----------|--|--|
| Metropolitan Transportation Commission (MTC) | State Hwy | MTC030003 | Freeway Operations TOS | Amend-in new exempt project using First Cycle TEA3 STP/CMAQ/TEA funding. |
| | State Hwy | MTC990003 | Regional Rideshare Program | Add First Cycle TEA3 STP/CMAQ/TEA funding. |
| | Transit | ALA030017 | LAVTA Regional Express Bus Operations | Amend in 1st Cycle TEA3 STP/CMAQ/TEA funding. |
| | Transit | CC-030020 | AC Transit Regional Express Bus Operations | Amend in 1st Cycle TEA3 STP/CMAQ/TEA funding. |
| | Transit | CC-030021 | CCCTA Regional Express Bus Operations | Amend in 1st Cycle TEA3 STP/CMAQ/TEA funding. |
| | Transit | CC-030022 | TriDelta Regional Express Bus Operations | Amend in 1st Cycle TEA3 STP/CMAQ/TEA funding. |
| | Transit | CC-030023 | WestCat Regional Express Bus Operations | Amend in 1st Cycle TEA3 STP/CMAQ/TEA funding. |
| | Transit | MRN030008 | GGBTD Regional Express Bus Operations | Amend in 1st Cycle TEA3 STP/CMAQ/TEA funding. |
| | Transit | MTC990002 | TransLink® Fare Collection System | Add First Cycle TEA3 STP/CMAQ/TEA funding. |
| | Transit | MTC990013 | Regional Transportation Marketing | Add First Cycle TEA3 STP/CMAQ/TEA funding. |
| | Transit | MTC990014 | Regional Transit Information System (RTIS) | Add First Cycle TEA3 STP/CMAQ/TEA funding. |
| | Transit | SM-030019 | SamTrans Regional Express Bus Operations | Amend in 1st Cycle TEA3 STP/CMAQ/TEA funding. |
| | Transit | SOL030016 | FS Transit Regional Express Bus Operations | Amend in 1st Cycle TEA3 STP/CMAQ/TEA funding. |
| | Transit | SOL030017 | Vallejo Regional Express Bus Operations | Amend in 1st Cycle TEA3 STP/CMAQ/TEA funding. |
| Napa County | Local Rd | NAP970004 | CMA Planning Activities | Add First Cycle TEA3 STP/CMAQ/TEA funding. |
| San Francisco County Transportation Authority | Local Rd | SF-990015 | CMA Planning Activities | Add First Cycle TEA3 STP/CMAQ/TEA funding. |
| San Francisco Municipal Railway (MUNI) | Transit | SF-010035 | Bus & Facil Rehab & Catalyst Devices | Add First Cycle TEA3 STP/CMAQ/TEA funding. |
| | Transit | SF-010041 | Preventive Maintenance | Transfer-In \$2.9m in Section 5307 funds from Cable Car Traction project (SF-99T002) to this project. |
| | Transit | SF-99T002 | Cable Car Traction Power & Guideway Reha | Refine UZA Cap funds in FY03 from \$4.5 m to \$6.8 M and then transfer-out \$2.9 m of the funds to Prev. Maintenance (SF-010041) to backfill shortage due to accounting change in TDA funds. |
| San Mateo County | Local Rd | SM-979033 | CMA Planning Activities | Add First Cycle TEA3 STP/CMAQ/TEA funding. |
| San Mateo County Transit District (SAMTRANS) | Transit | SM-030018 | 209 Bus Catalyst Devices | Amend in 1st Cycle TEA3 STP/CMAQ/TEA funding. |
| Santa Rosa City Bus | Local Rd | SON030008 | 19 Bus Catalyst Devices | Add First Cycle TEA3 STP/CMAQ/TEA funding. |
| Solano County Transportation Authority | Local Rd | SOL970033 | CMA Planning Activities | Add First Cycle TEA3 STP/CMAQ/TEA funding. |
| Sonoma County Transit | Local Rd | SON970081 | CMA Planning Activities | Add First Cycle TEA3 STP/CMAQ/TEA funding. |

2003 TIP - Amendment No. 6

May, 2003

| Sponsor | Mode | TIP ID | Project Name | Description of Change |
|--|----------|-----------|--|--|
| Valley Transit Authority (Santa Clara Trans Dist) | Local Rd | SCL978008 | CMA Planning Activities | Add First Cycle TEA3 STP/CMAQ/TEA funding. |
| | Transit | SCL030011 | T-Signals Retorfit Project | The MUTCD is a nationally recognized standard and is being implemented as part of the Tasman East (I-880-Hostetter), Vasona, and Capitol LR Corridors. |
| Westcat | Transit | CC-030018 | Lift Replacement & 30 Bus Catalyst Devices | Amend-In 1st Cycle TEA3 STP/CMAQ/TEA funding. |